

NATIONAL PROGRESS.

Nothing Like the Commercial Growth of the United States in the History of Nations.

In an address before the New York Press association, at its forty-third annual meeting recently, Mr. George H. Daniels, general passenger agent of the New York Central & Hudson River railroad, touched upon the effects of the late war with Spain upon our commerce and industries in the following impressive words:

"One of the remarkable statements of Mr. Mulhall, the British statistician, in his work on 'The Wealth of Nations,' was this: 'If we take a survey of mankind, in ancient or modern times, as regards the physical, mechanical and intellectual force of nations, we find nothing to compare with the United States, in this present year, 1895.'

"Mr. Mulhall proved by his statistics that the working power of a single person in the United States was twice that of a German or Frenchman, more than three times that of an Austrian and five times that of an Italian. He said the United States was then the richest country in the world, its wealth exceeding that of Great Britain by 35 per cent., and added that in the history of the human race no nation ever before possessed forty-one millions of instructed citizens.

"Should Mr. Mulhall revise his figures to-day, the differences would all be in favor of the United States, for in the past twelve months we have demonstrated the superiority of our manufacturers in every direction, and our ability to cope successfully with questions which have heretofore been handled exclusively by the older nations is recognized by all the world.

"The four years that have intervened between the time of our meeting at Lake George and to-day have been years of great events and achievements.

"I said at the Lake George meeting that one of the inevitable results of the war between Japan and China would be the opening to the commerce of the world of fields heretofore unknown, perhaps the richest on the globe, and in urging the members of the New York Press association to do everything in their power to secure to the United States a portion of the great commerce to be developed between the western nations and these two old countries of the world, I asked three questions:

"Shall the grain in China and Japan be harvested by machines manufactured along the lines of the New York Central, or will the manufacturers of England and Germany supply them?"

"Shall the fires in Yokohama and Tientsin be extinguished with engines built at Seneca Falls, or will France and England send their fire engines to Japan and China?"

"Will the locomotives, to haul the fast mail trains between Yokohama and the interior of Japan and through the rich valley of China, be built at Schenectady or Dunkirk, or will our Pacific bay them of our English character?"

"I predicted that active efforts toward the extension of American commerce by a liberal and broad-minded policy on the part of our government, would undoubtedly secure to the United States the blessings that come from a great and varied commerce, and I said that the New York Press association and similar associations all over the country, could stimulate a public spirit that would insure the important results outlined.

"At that time we had no idea that a war between one of the old nations of the earth and our young republic would be fought; at that time we had no idea that American manufacturers would be furnishing locomotives to the English railroads, as well as Japanese, and no one thought four years ago that American bridge builders would go into the open market and successfully compete for the building of a great steel bridge in Egypt; nor that in so brief a time American engineers would be building railroads into the interior of China from the most important seaports and furnishing locomotives by the score to nearly every country on the globe.

"In a letter from a friend in Tokio, Japan, written only a short time ago, there was this significant sentence: 'You will be interested in knowing that I have hanging on the wall of my office a framed picture of your Empire State Express, and I expect in the near future to be hauling a Japanese Empire Express with an American locomotive.' They have now in Japan nearly 100 locomotives that were built in the United States. In Russia they have over 400 of our locomotives, and nearly every railroad in Great Britain has ordered locomotives from this country since the beginning of the war with Spain.

"In this connection it will be interesting to note in passing that the second American locomotive was built at the West Point foundry near Cold Spring, on the Hudson river, and was called the Best Friend, and from that day to this the locomotive has been one of the best friends of all the people.

"But it is not alone our locomotives that have attracted the attention of foreigners who have visited our shores, our railway equipment generally has commanded admiration and is now receiving the highest compliment, namely, imitation by many of our sister nations.

"Prince Michel Hilkoft, imperial minister of railways of Russia, has, since his visit to the United States a few years ago, constructed a train on much the same lines as the New York Central's Lake Shore Limited.

"Only a short time ago, at the request of one of the imperial commissioners of Germany, the New York Central sent to Berlin photographs of the interior and exterior of our finest cars and other data in relation to the operation of American railways. Several other countries have asked for similar information, and there is a general waking up of foreign nations on the subject of transportation, brought about mainly by the wonderful achievements of American railways."

Black Sea Wrecks.
There is no part of the world which has such a black record for wrecks as the narrow Black Sea. The number in some years has averaged more than one a day, the greatest number being 425, and the smallest 124. About 50 per cent. of these vessels became total wrecks, all the crews being lost.—N. Y. Sun.



NARROW-TIRED WAGONS.

They Are the Greatest Enemies of Good Roads Next to Surplus Surface Water.

The proposed automobile race between an American and a French machine has brought the attention of the public to the wretched condition of American roads. The French automobile has shown an average speed of 30 miles an hour for a long distance, while the best American machine has been capable of a little over 16 miles. The difference is ascribed to the bad roads over which the American machine was compelled to travel. Referring to this, Chairman Otto Dörner, of the L. A. W. highway improvement committee, speaks of one of the causes for the miserable highways. He says:

"Next to water, the greatest enemy of good roads—yes, of all roads—is the narrow-tired wagon. Narrow tires and water, acting together, have given our country roads a third dimension. They are not only so many miles long and so many rods wide, but they are deep—so deep, alas, at times that travel over, or rather, through them, is next to impossible.

"A heavily loaded wagon always leaves its tracks on the highway, and the depth of these tracks depends upon the material of which the road is built, the weight of the load and the width of the tires. The rut formed by the passing wagon forms a trough for the rain, which, instead of running off to the side, as it should do, remains to sink into the roadway and soften it. The next wagon, finding the ground softer, digs its wheels deeper into the surface, and so the work of demoralization and destruction continues.

"A wide tire, on the other hand, instead of forming a rut, will roll and harden the road surface. By the use of wide tires, every loaded wagon can be turned into an effective road roller and made to improve the roadway instead of helping to destroy it. All that is necessary to make the best road in the world is to make it solid and to give it a hard, smooth surface. Nothing so much tends to accomplish this as the frequent use of road rollers. Wide tires are road rollers, and therefore, road makers. Narrow tires are road destroyers. If wide tires could be adopted for general use, every loaded wagon, which to-day does so much harm to our country roads, would become an active factor in their improvement.

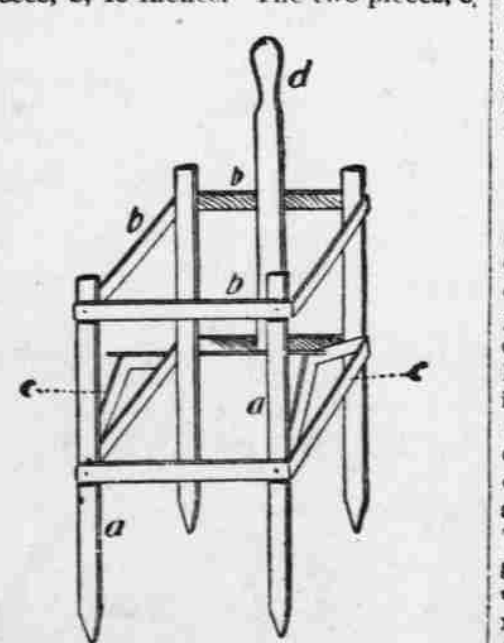
"Experience has repeatedly proven that hauling on wide tires requires less tractive force than is needed for the narrow-tired wagon under the same conditions. Director Waters, of the Missouri agricultural experiment station, who has made very extensive tests on the subject, characterized especially by their scientific accuracy, declares that six inches is the best width of tire for a combination farm and road wagon and that a large number of tests show, without a single exception, a difference in draft in favor of the broad tires ranging all the way from 17 to 100 per cent.

"The principle of wide tires is so generally acknowledged in Europe that laws have been passed in each country prescribing their use. Austria requires tires of at least four and one-third inches width, increasing as the load to be carried exceeds three and one-half tons. In France all freighting and make-up wagons are turned into road rollers by being required to have tires from three to ten inches wide. Germany requires four-inch tires for all wagons used for heavy loads, and Switzerland requires that they shall be provided with tires of six inches. These regulations have been adopted for the protection of the high-class European roads built during the present century. "Now that the nation of state aid has solved the financial problem connected with road improvement in the United States, care should be taken that the roads we build are not destroyed by narrow tires. Country districts receiving financial aid for road purposes out of the state treasury should do all in their power to encourage the use of wide tires. This has been accomplished in some places by exempting all wide-tired vehicles from taxation."

SPLENDID WIRE REEL.

For Unrolling Barbed Wire, Its Inventor Seemingly to Think, It Is Without an Equal.

For unrolling barbed wire, my rack as illustrated, is made of three by three inch scantling mortised together. Uprights, a, are three feet long, and cross-pieces, b, 18 inches. The two pieces, c,



A WIRE REEL.

is 12 inches long and notched at the top so the bar on which the spool is hung can rest as shown. Lever d regulates the speed of turning or paying out wire by pressing against the roll. The whole outfit is set in the ground at an end of the proposed fence, spool put in place and a horse with singletree attached to end of wire. The horse can be ridden or led by a man, while a boy operates the lever.—R. G. Melson, in Farm and Home.

Would You Be Willing?
Would you be willing to have the public judge you by the character of the road in front of your house?—Good Roads.

ABOUT FEEDING CALVES.

When Skim-Milk Is Used as a Food It Should Be Sterilized First of All Things.

Sterilized skim-milk is good for scours. Heating of the milk seems to produce chemical changes that help to prevent scours, and at the same time enable the feeder to keep the milk in good, sweet condition. Milk delivered at the creamery contains large numbers of lactic acid germs. Unless these are destroyed by sterilizing, the skim milk will sour in a few hours. When sterilized and cooled to the temperature of well water, skim milk may be kept sweet from 36 to 48 hours. Feeding sweet milk at one meal and sour at another is very apt to cause scours and stunt growth.

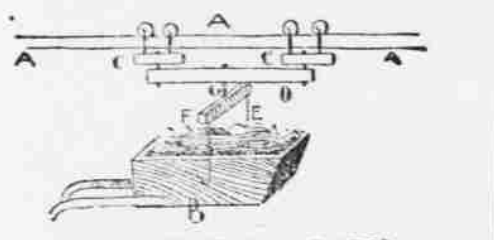
The stomach of a calf is delicate and sensitive, and any change of feed should be made gradually. Do not change from whole milk to skim milk faster than a pound a day, allowing ten days to two weeks for the change. Before turning on pasture in the spring, it is better to feed a little green feed and gradually increase the amount until the limit of the calf is reached; otherwise the calf may suffer severely from scours by the sudden change to pasture.

Several complaints have reached us about skim milk intended for calves scours, even when placed in tubs of cold water as soon as received from the creamery. Sterilized skim milk will not sour until it is cooled to about blood temperature. A can of hot milk will warm a tub of water to about that temperature, and as the milk is cooled at the same time, the best conditions are offered for the development of lactic acid germs. The tub of water only helps to keep the milk at blood temperature. Under such conditions the water is worse than nothing. If hot skim milk is to be used, it should be done by running water. A much better way would be to use a cooler and then place the can of milk in a tub of cold water in order to keep it cool.—D. H. Otis, in Country Gentleman.

HANDY CAR FOR BARN.

Can Be Used as Enslaved Carrier on a Dairy Farm and for Many Other Purposes.

The illustration shows a very useful device. It was formerly described in Farm, Field and Fireside by a New York correspondent, who says he has seen it in practical operation on a dairy farm as an enslaved carrier and as a stable as a manure carrier. Thinking the idea useful to the readers of this



CARRIER FOR A BARN.

paper, I give an illustration and abbreviated description of this really useful device. It consists of a track of iron, A, A, such as is used for barn doors, the carrier wheels and hangings and the box, B. The track is fastened to the ceiling either in front or behind the cows, according as it is intended for use in feeding or in stable cleaning, running the whole length or entirely around the stable, the carrier being constructed in a manner to permit the wheels to turn on a curve in the track. The four carrier wheels are bolted in pairs to the blocks, C, C, which run close to the track to prevent the wheels jumping off. The blocks are bolted to heavy scantling, D, D, under them, only one bolt being used in each block, so that the wheels will turn a curve in the track as mentioned. The car (B) is hung by rods, E, E, to the crossbar, F, which is connected to the timber between the wheels by a heavy swivel. There may be a rod from the crossbar, F, to the rear end of car, B, to keep it steady until ready to dump. By the handles at the front end, the car is readily moved upon the track in either direction, even when fully loaded, holding about one-fourth of a wagon load.—J. G. Allhouse, in Ohio Farmer.

Profit in Thinning Fruit.

The practicability of thinning fruit and its feasibility from a commercial standpoint have been pretty well demonstrated in the last few years. In western New York it has generally proved profitable wherever tried. Mr. John Craig reports, in the publications of the (Canadian) agricultural experimental farm, some results in thinning peaches and plums which corroborate the notes given from Mr. Beach and others. He concludes that, when a large crop of fruit is set, thinning peaches is highly remunerative for the following reasons: (1) It increases the weight of the yield. (2) It largely increases the size of the fruit. (3) It reduces the number of matured seeds, thereby considerably lessening the drain on the vitality of the tree. (4) It renders the crop less liable to rot. Thinning plums likewise proved altogether worth while.

The Dairy Type Cow.

Careful experiments show that the dairy type cow yields on an average 6,500 pounds of milk yearly, while the cow with beef heredity and tendency yields 4,500 pounds under similar conditions. When milk brings a dollar a hundred, as is now the case, the net income from the butter from the dairy cow whose milk averages four per cent. fat, is \$45, while that from the cow of beef type and whose milk only averages 35 per cent. fat, is only \$27. The feeding value of the skim milk giving four per cent. butter is worth one-seventh more per pound than is the milk containing 35 per cent. Adding the actual value of skim milk of each cow to the net return for butter we get from the dairy cows \$35 and from the other \$33.—Farm, Stock and Home.

Club Foot in Cabbage.

"Club foot" in cabbage results mostly when cabbages are raised on the same land year after year. A change of location is always desirable. The free use of wood ashes, chopped in around each plant, is a remedy, but it is not always effectual. The potash of the ashes destroys the maggot which does the damage, and an excellent mode is to mix the ashes in water, make a few holes with a stick around the plant and pour the mixture in, which is a laborious operation, however, where there is a large field devoted to the crop.

AS JOHN BULL SEES HIMSELF.

Something of His Cooking and His Amusements—The Dinners of Two Nations.

Every nation has the government and the cooking which it deserves. Thus the French are the worst governed and the best fed people in Europe, for the reason that the majority of Frenchmen are perfectly indifferent to politics and keenly interested in food. The English are the worst fed and the best governed people in the world, because, with few exceptions, they care a great deal more about the programme of the government than the menu of the cook. In the "Vieux Marcheur" there is a scene in the cabinet of a Parisian restaurant which illustrates the anxious deliberation with which a French party debate their bill of fare. "What are you going to give us, Adrien?" asks the host. "I'll propose a different choice," replies the waiter. Fancy asking an English waiter what he was going to give you for luncheon and his answering: "I have been thinking of several things!" Adrien then proposes a potage Jeanne d'Arc, whereupon a young gentleman asks, indignantly: "De la soupe a déjeuner?" "Non, monsieur, pas de soupe, du potage. C'est la vieille école, et j'y suis fidele. L'homme ne se maintient que par les potages. Le grand d'Arc, qui a écrit un tres beau livre sur les potages, les appelle les Portiques du Temple."

French women do quite as much as French men to keep up the standard of cookery; and English women are quite as much to blame as English men for the absence of any standard in this country. Ask any lady of your acquaintance what she thinks of a certain restaurant, and she will say: "Such a lovely room! I like those dark red hangings by Waring so much." "But the dinner?" asks the host. "What about the dinner?" "Oh, the dinner! I don't think I remember much about that." This fatal indifference filters down from the table through the service to the kitchen. The experiment is constantly tried of getting over-celebrated chefs from Paris, and those who know these artists on their native heath are at a loss to account for their cold and careless performances in London. The reasons are not far to seek. The foreign chef is badly served in the kitchen and in the dining-room. This distresses him at first, until he learns that his patrons are too busy admiring the exterior of the restaurant to care whether his dinner is hot or cold. For the truth is that so long as the upholstery is magnificent and the company numerous and smart English people are quite happy. Given alabaster pillars, saddlebag settees, plenty of electric light and the restaurant or hotel is voted charming. The garbage which is so nicely swallowed up in very expensive hotels and on board of crack steamers is horrible to think of. Nor are our clubs much better. In 1855 Abraham Hayward wrote: "The best judges are agreed that it is utterly impossible to dine better than at the Carlton." Would the members of that institution still hold this opinion?

In private houses there is the same indifference above stairs, the same carelessness below. Even among the upper class, where money is no object, the contrast is too painful between the splendor of the table and the commonplace, ill-dressed fare. With the exception of one or two of our great nobles who entertain royally, the best cooking to be found, as might be expected, in the houses of the cosmopolitan financiers. In the upper middle class the difficulty of obtaining a decent cook is notorious, because the working English woman regards a serious interest in the preparation of food as derogatory. To prove a good dinner is a right of cook the cook should bring "a kind of different things," like Adrien, at an early period of the afternoon; whereas she never dreams of beginning her duty until about an hour and a half before the time. After all, why should she bother, if master and mistress don't steady until ready to dine? 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